

Ladies Improvement Association of St Andrews Bay

Edited by Miss Lillian Carlisle, Secretary.

Our L. I. A. meeting of Saturday, the 26th, was not as well attended as usual. Old Santa Claus had possibly been too good, and I suppose some of the ladies had not sufficiently enjoyed his generous gifts to permit of their leaving them.

But a faithful few, about fifteen ladies, gathered at the regular hour. Mrs G. L. Fenters presided in the absence of the president. The session was spent in general discussion. We all enjoyed Miss Payne's talk upon compulsory education, and unanimously agreed that we needed such a law for our Bay country, and that we would let our Representative know that such were our views, also that if there were anything we could do to aid in this movement we would do so with all our hearts.

Mrs Emmons' committee were quite delighted to report that they did not have to put down a plank on a single bridge, but that our Commissioner had had lumber hauled for the purpose of repairing the bridges, and the work had been begun, and that very soon all the bridges would be safe and sound.

It was decided that each vice president should at once canvass their respective villages and furnish the corresponding secretary with a list of all boarding houses, rooms, &c., with a list of prices, condition as regards water, distance from post office &c., and all other information that would prove beneficial to their town, and aid the secretary in answering enquiries.

The Association, especially the Immigration Committee, is very thankful for the nice collection of Cromanton views handed in, which will be used in making selections for the little booklet which we will get up. Mesdames E. Dobbs and F. W. Hoskins were the ladies who so kindly remembered the call for such views, and they may rest assured the Immigration Committee appreciates their effort.

This Committee will at once have a small four leaf booklet printed so that distribution of it may begin at once. The Committee also hope that St Andrews, Millville, Southport, Parker, Farmdale, and other points about the Bay will send in views to the next regular meeting that selections may be made for the booklet.

The Temperance question was discussed, and one of the ladies of the Committee of Temperance reported that they were receiving all the encouragement that could be expected from those who are interested in

having the Bay country as clean and civil as any part of the United States. Every true hearted man, woman and child say "go on with the good work, we will help you." The chairman of this Committee will have the necessary papers ready at our next meeting to be signed. Let me therefore appeal to the ladies of St Andrews Bay to be present at our next regular meeting as your names are needed in this cause. The future of our people is in our hands; let us put forth our united influence toward ending this wave of intemperance so that our social life may be as pure and free as our sea breezes. "Oh the influence of woman, no matter in which direction she may use it, there is nothing greater." Therefore let us be careful to use it aright.

We missed the faces of many St Andrews and Millville friends Saturday. But we hope that January 9th, 1909, will bring them all into our midst again, with hearts and minds full of love and prepared to carry on the great work that is before us, and we will press ahead with united and determined energy.

Let us begin the New Year right; work in unity with all our might; burying all past animosities so deep that there may be no resurrection. Success, success to St Andrews Bay as a location for homes; as a port that is unsurpassed and soon will be opened to the world; as the one ideal spot for a happy home life, must be our war cry and the aim of every lover of our Bay and its people.

One of the main objects of our Association is to call all our ladies together to devise plans to advance the interests of this country; to look after the wants of St Andrews Bay and do all in our power to aid in securing them; and create harmony that will result in the general uplifting of the Bay country.

Each town was asked to elect a Vice President that every location might be represented by a head, and could form and carry on a local organization that would be in touch with the main organization. This would also permit of local work through the local organizations which the main Association could not well take up, but to which they could give their assistance.

The L. I. A. is a broad, unselfish and forbearing organization, which is striving only to upbuild St Andrews Bay as a whole, desiring to injure none, but to help all. So with a wish that success may be with it I will wish one and all of our ladies a Happy New Year.

Elsewhere in this paper will be found an article from the "Manufacturer's Record," relative to immigration to the South.

This question is arousing much interest among those who are working for the development of the South's resources, and active steps are being taken to secure a better class of settlers, than have heretofore been coming to this section.

The press of the state generally has devoted considerable space to the discussion editorially, pointing out the obstacles which have stood in the way in the past, and the methods to be adopted to overcome them.

Now that the courts have decided that the charges were absolutely unfounded in the Florida alleged peonage cases, one reason for the hesitancy of the sober industrious laboring men to come to this state has been removed.

Nor do we want any other class of labor.

The practice of inducing immigration to the South of the idle criminal classes, and the foreign scum now residents of the large cities of the North, should be discouraged in every way.

As the immigration laws are now framed to exclude this class from the United States, so measures should be taken to keep out of the South the undesirable element which is already in the country, and which the North would be only too glad to get rid of.

The work we have for labor, and the advantages we have to offer settlers are not such as appeal to such people.

They have no desire to become permanent residents of a community, to identify themselves with its interests, and become property owners,

but prefer to tramp through the country, working a day here and there, instilling in the minds of the ignorant the spirit of discontent and unrest, and becoming unwelcome additions to the criminal class, which all good citizens are earnestly endeavoring to eradicate from the commonwealth.

Fortunately for the future prosperity and moral welfare of this section, there are indications that a better class of citizens are turning their attention this way, and a warm welcome awaits the industrious laborer, the business man, and the agriculturist.

Every effort should be made by our residents to stimulate this movement, and secure for the Bay, settlers who will help build up the country, make good neighbors, and become substantial additions to the community.

Agriculture is the backbone and sinew of our country, and while farming on an extensive scale, may not be practicable in Florida, this section offers exceptional opportunities for truck gardening and intensive farming.

Small farms, and five and ten acre plats, will, with proper culture, show excellent results, and should be very attractive to the man who is looking for a location where where he can establish a comfortable home in a mild climate, and at the same time secure from his investment, a satisfactory income and return for his labor.

Every one of these farms and garden patches, means more business for the merchant, more work for the laborer, and added wealth to the country.

Owners of acreage along the Bay should bear these facts in mind, and encourage in every way this kind of settlement.

Immigration.

The movement of immigration to the South, temporarily hampered a few months ago by efforts to use the South's need of immigrants of the right sort as a pretense for dumping any kind of immigrants there, provided their passage money had been paid, seems to be reviving upon normally healthy lines. Commissioner George W. Koiner, of Virginia, who has accomplished probably as much as any other like official in a Southern State in the cause of desirable immigration, continues to receive many requests for information about Virginia lands, while as a result of the real estate department of the Chesapeake & Ohio Railway 57 persons, most of them from Northern

and Western states, with their families, have settled in Virginia and invested more than \$267,000 there in the past twelve or fourteen weeks. Mr Hugh MacRae, of Wilmington, N. C., recently described five flourishing and growing colonies in his State; substantial Ohio farmers have been inspecting cut-over lands in Southern Mississippi with a view to purchasing farms, and at such gateways as Nashville and Kansas City there are indications of heavy homeseeking travel this winter. A colony of Hollanders is planned for the Gulf coast of Texas to engage in the growing of Sumatra tobacco. These are interesting suggestions that will more than compensate for the announcement that a steamship company operating to New

Commercial Club.

Edited by W. F. LOOK, Secretary.

Orleans has determined to abandon that place as a port of entry for immigrants from Austria, Bulgaria and Turkey. Any great number of immigrants of the kind that are induced to come from that quarter of Europe can only result in checking the movement to the South of desirable immigrants. The South can afford to do without immigrants if it must depend for them upon the classes that congest the East Side of New York, which "philanthropists" there, constantly seeking to "work" the South in many directions, would gladly dump upon the South, or upon the same classes which constitute the bulk of immigrants to this country nowadays. —Manufacturers Record.

Coming Ten Years In the South.

Mr. Charles A. Moore, president of Manning, Maxwell & Moore, Inc., New York, one of the great industrial concerns of the country, in a letter to the Manufacturers' Record said:

"The South is the section of America that will attract the most attention of capital, and will develop more opportunities for profitable investment in industrial lines and agriculture in the next 10 years than any section of our country ever has in the same length of time." —Manufacturers' Record.

There will be a meeting held at Ward's Hall Tuesday night, January 5th, 7:30 p. m. for the purpose of organizing a dancing school, and all parties who would like instructions in dancing will please be present, in order that we may not be delayed in the work.

NOTICE.

I am advised by the Register and the Receiver at the Gainesville Land Office that the lands embraced in the "Forbes Purchase," lying South of Township 1 North, are now subject to Homestead Entry.

W. C. LOCKEY,
Clerk Circuit Court.

Alias Order For Publication.

In Circuit Court, State of Florida, First Judicial Circuit, Washington County, In Chancery.

R. L. MCKENZIE, Complainant,

vs.

GEORGE COVINGTON, Defendant.

It appearing by affidavit appended to the bill filed in the above-stated cause that George Covington the defendant therein named whose place of residence is unknown and who is over the age of twenty-one years; it is therefore ordered that said defendant be and is hereby required to appear to the bill of complaint filed in said cause on or before Monday, the 19th day of November, A. D. 1908, otherwise the allegations of said bill will be taken as confessed by said defendant.

It is further ordered that this order be published once a week for six consecutive weeks in the Panama City Pilot, a newspaper published in said County and State.

This September 25th, 1908.

W. C. LOCKEY,
Clerk Circuit Court.
By S. A. HEMPHILL,
Deputy Clerk.
J. A. HUTCHINSON,
Solicitor for Complainant.

State Report on A. & St A. B. R. R.

Hon R. Hudson Burr, Chairman, Hon John L. Morgan, Hon Newton A. Blitch, Railroad Commissioners.

GENTLEMEN:—As per your letter of instructions, I have been over the line of the Atlanta & St Andrews Bay Railway from the Alabama Stateline to Panama City, and beg leave to report as follows:

The track is all laid with a light rail, which is about 40 pounds to the yard.

From the Alabama line to about eight miles below Cottondale the track averages in fairly good surface and alignment, some of the defects shown are partly due to bent rails.

The road bed is in very good condition except some embankments, these have been cut away or washed by rains, and need to be filled out.

The cross ties will average in good condition. I noted some renewals needed at several places, but the average per centage of ties in the track that are not sound, is very small.

The trestles on this part of the road are not in good condition, and are in need of some repairs. They have no guard rails, the ties used are hewed track ties, and track shows out of line and not in good surface on very near all. Trains run over them carefully and they are now safe for trains to pass over at the rate of speed that they run.

From Panama City north the road-bed is partly in an incomplete state, and the work of improvement now being done, is properly a part of construction; the track was laid across swamps on cribbing, and these places are now being filled in. The company have a steam shovel at work, and a work train hauling sand to fill these places, also to widen their embankments; judging from the character of the work now being done, in filling out the embankments, widening cuts and cutting drain ditches, the road will be put in good condition.

There is a large amount of work yet to be done to make a good road bed and put the track in good surface. A large percentage of their embankments are very narrow on grade, some of them have been badly eroded by rains, and are not now in condition to stand a very wet season; considerable work has been done to fill them out and this work is being continued. There are several deep sags on some of the high embankments south of Round Lake, which I suppose will be taken out and track raised; the track and road-bed at these places otherwise are in good condition.

The track shows a large amount of bent rails, and needs surfacing badly, a large percentage showing out of surface and line. The ties are in good condition. Their trestles show to be of recent construction and timbers are new. Trains run at a low rate of speed and carefully over this part of road. They have no depot buildings on the line of road, only temporary structures have been put up.

Yours truly,
FRANK P. DAWSON,
Inspecting Engineer.

Announcement

I wish to announce that on January 1st I will open a First Class Line of General Merchandise in the Russ Bros Store at Panama City.

Ladies Fancy Goods and Notions and a Specialty.
My prices right. It will pay you to see me before you buy.

Same goods for less money. Better goods for same money. Call and let us show you.

The Cheap Cash Store,
E. D. NEEL, Proprietor.